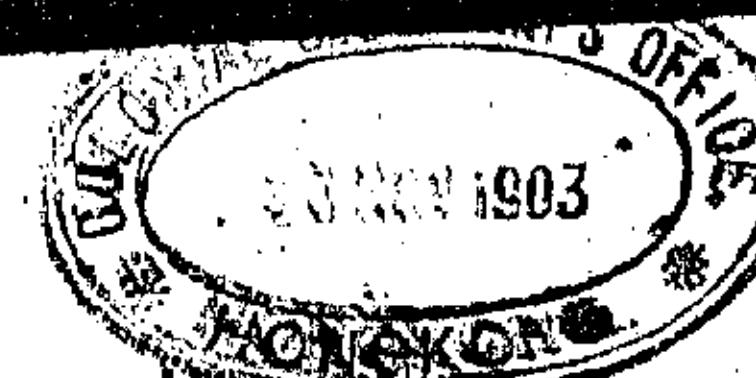


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# Hongkong Daily Press.

ESTABLISHED 1857..



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No. 14,217 第七十四百式子肆萬壹第 日五初月亥年 以十二緒光 HONGKONG, MONDAY, NOVEMBER 23RD, 1903. 一拜禮 號三十月壹十年春谷白九仔壹英港香 PRICE, 3 PER MONTH

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[a1545]

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TIME TABLE.

WEEK DAYS.  
10 a.m. to 9.00 a.m. ...Every 10 minutes.  
10 a.m. to 8.30 a.m. ...Every 15 minutes.  
10 a.m. to 9.30 a.m. ...Every 10 minutes.  
10 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.30 p.m. ...Every 15 minutes.  
12.30 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 2.45 p.m. ...Every 15 minutes.  
3.45 p.m. to 6.30 p.m. ...Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ...Every 10 minutes.  
NIGHT CARS.  
4.45 p.m. & 5. p.m. 9.45 to 11.15 p.m., every hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
12.30 p.m. to 1.30 p.m. ...Every 10 minutes.  
1.30 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS.  
Cars at 11.30 p.m. and 11.45 p.m.  
SPECS. CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
H. D. HUMPHREYS & SON,  
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Fri., 27th June, 1903. [a2701]

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Casks of 37½ lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
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Hongkong, 14th August, 1903. [a1660]

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NEW PREMIER CYCLES. Best American  
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TELEPHONE, 232.  
Hongkong, 20th June, 1903.

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Beers.

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Terms, \$4 to \$7.00 per day; \$75 to \$120 per  
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JAS. D. M. CAMERON,  
Manager.

Hongkong, 8th May, 1903. [a309]

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ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

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As the Chinese See Us, by Selby ... 4.00  
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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
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Ladies' Afternoon Tea-Rooms with European  
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Electric Lighting and Electric Fans, if required.  
Hot and Cold Water throughout.  
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Exits on every floor.

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FROM THE TRAMWAY TERMINUS  
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PLUNKET'S GAP, THE PEAK, near the  
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Tel. 56.  
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MANAGER.  
Hongkong, 2nd July, 1900. [a1030]

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Private Bar and Billiard-Rooms.  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 10th June, 1903. [a2968]

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(HOTEL-SANITARIUM OF SOUTH CHINA)

MACAO

It has been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comfort of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
valley of Macao.

Macao is 10 miles south-west of Hongkong.  
One steamer (as Hennibush), daily to and from  
Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

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For Terms, apply to THE MANAGER. [a344]

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(LATE HING-KEE HOTEL).

THIS favorite and long-established Hotel  
is situated on the sea-front, commanding a  
magnificent view of the harbour and adjacent  
islands, and is open to the cool southerly breezes  
in summer.

The Bedrooms are large, cool, airy, well  
ventilated and handsomely furnished. The  
Cuisine is excellent and under direct European  
supervision.

Picnic, Boating or Shooting Parties specially  
catered for. A commodious and comfortable  
steam-wheel Houseboat, with sleeping accommoda-  
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is provided for the use of visitors, at reasonable  
rates.

A Military Band plays in the Gardens, close  
to the Hotel, three times a week.

Sea Bathing.

Steamers go to and from Macao every morn-  
ing and afternoon.

WM. FARMER  
Proprietor and Manager. [a2433]

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**COGNAC BRANDY**  
OF THE FINEST QUALITY.

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A. OLD PALE COGNAC ...	\$20.00
B. SUPERIOR VERY OLD COGNAC ...	27.00
C. VERY OLD LIQUEUR COGNAC ...	35.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 VINTAGE	40.00

All less 10% on account of current exchange.

Our BRANDIES are guaranteed to be PURE COGNAC, the difference in Price being merely a matter of Age and Vintage.

**A. S. WATSON & CO.**  
LIMITED.

culously small share. One-fifth, as before, is niggardly enough, but the ratepayers have been perfectly obliged to rest content with this amount of voice in the government of a Colony in which they are so important a part. The reduction of the proportion of representation should not be allowed to pass without challenge. If the possession of a share in the sanitary control of Hongkong is worth anything to us (and who can doubt that it is?), it is not right that the Government should cut away from this share by increasing the official representation without any increase of the non-official side. As the Board is constituted by the new bill, there might be little chance of the only two elected members doing much against five official and four Government nominees, were a question to arise that the Government wished settled against the desire of the rate-paying community.

There is another sentence at the end of Section 8 of the amending ordinance, after the words "shall hold office for three years." This does not occur in No. 1 of 1893, but runs: "The Principal Civil Medical Officer shall give such directions as may be necessary for carrying out and giving effect to the decisions of the Board, and shall be the administrative head of the Sanitary Department." This gives the Principal Civil Medical Officer a much more strongly defined position, at the expense of the Board. It will be remembered that Messrs. CHADWICK and SIMPSON, in their report published last year, recommended the appointment of a Sanitary Commissioner, *ex-officio* chairman of the Sanitary Board and head of the Sanitary Department.

The new bill the P.C.M.O. assumes a similar position to that contemplated for this Sanitary Commissioner, but whereas Messrs. CHADWICK and SIMPSON professed great anxiety not to encroach on the powers of the Board, in the new proposal the Board's powers seem distinctly interfered with by this delegation.

The P. & O. s.s. *Malla*, conveying Sir Henry Blake, is due at Colombo on the 3rd prox.

Owing to the inclemency of the weather the cricket match between the H.K.C.C. Reserves and the A. O. C. had to be postponed.

Mr. C. Arthur Pearson, proprietor of the *S. James Gazette*, has just completed the paper of seven other English journals.

On the 4th inst. the Portuguese transport *Africa*, with 226 troops on board, arrived at Colombo from Lisbon; she left again for Macao on the 7th inst.

Sergt. Major R. J. Allwork, R.A.M.C., won the final game of the Billiards Tournament at the Royal Engineers' Mess, Wellington Barracks, on Friday evening, the 20th inst., after a closely contested game with Staff Sergt. Glassbrook, R.E.

Commenting on the candidacy of Mr. George McClellan for the New York mayoralty, the correspondent of the London Times dryly observes: "His wise choice of a father (the famous General) is at present his chief claim to distinction."

Mr. R. Ponsonby, late private secretary to Sir J. West Ridgway at Colombo, who is to be private secretary to H.E. Mr. F. H. May here, was to leave Colombo by the *Sinla* yesterday. Until Mr. Ponsonby's arrival Mr. R. E. Johnston will be private secretary.

The following is the programme of music to be performed by the band of the 33rd Burma Infantry, on the Parade Ground from 3.30 to 5 p.m. to-day:

March..... "Marche des Tonnes" ..... Godard  
Overture ..... "La Reine d'un Jour" ..... Adam Selection ..... "Mirette" ..... Moszart  
Polonaise ..... "La Reine du Tambour" ..... Chopin Selection ..... "The Yeomen of the Guard" Sullivan Waltz..... "A Reine du Tambour" ..... Boerger  
"God Save the King."

Before leaving Sir Henry Blake presented a silver cigarette-case to Sergt. Brazil, police officer at Government House. Lady Blake presented him with an album containing photographs of Sir Henry and herself. His Excellency also presented Inspector Gourlay, officer in charge of Government House, with a silver cigarette-case with inscription.

By order of the Russian Ministry of Marine, the number of stations for wireless telegraphy in the Far East is to be increased by the erection of the necessary apparatus on certain lighthouses in the Pacific and on the transport vessel *Angara*, which was formerly the steamer *Moskva*, of the Volunteer Fleet, now attached to the Pacific Squadron. The system to be used is that invented by Lieut. Popoff. The apparatus is being prepared at Cronstadt, and will be sent out to Vladivostok.

Home papers state that at the meeting of the French Cabinet on the 20th ult. M. Delcastel announced the signature of an agreement with China extending for a further period of four years the management of the arsenal at Foochow, by the French Mission, whose contract had expired. The agreement also stipulates for the engagement of a French professor for the schools connected with the arsenal and the organisation of a sanitary service, which will be placed under the direction of a French doctor. Nevertheless, as our Foochow correspondent has pointed out, there is a deadlock at Foochow just now.

Buddhism is reported to be rapidly spreading in Germany.

The rumour has been received about the sale of South American warships to Japan. Chile is said to be negotiating for the sale of two.

The German Consul at Singa temporarily carry on the work of the Turkish Consulate General, owing to the sudden death of the Turkish Consul-General.

In view of several enquiries made, we note that the proper form of now addressing H.E. Mr. F. H. May is "H.E. the Officer Administering the Government," and not the "Acting Governor."

Mr. Jose Vicente de Jesus, formerly teacher at the "Escola Commercial," and the "Escola Central," and pensioned by the Luso-Spanish of Macao for long and faithful services, died suddenly on Friday evening. He was on his way home to No. 56, Caine Road, in a chair at the time. The funeral took place yesterday afternoon; it was well attended. Mr. J. V. da Jesus was much respected in Hongkong, and is deeply regretted by his relatives and former pupils.

A severe shock of earthquake was felt in Yokohama on the 10th inst.; while the *Japan Times* mentions a report that on the northern side of the Imperial University the earth has never ceased trembling since last month. The existence of such disturbance is reflected by the seismograph kept in the Imperial University. The cause is not yet known, and the people in the neighbourhood are greatly terrified, lest they should suddenly be entombed alive some fine morning.

Four Japanese officers, who have for some time past been buying arms and ammunition at Krupp's establishment at Essen, have been recalled and left Germany for Japan on the 13th ult., while the Japanese Military Commission of Doctors who have been examining the Swiss hospital methods during the last two months has also been recalled by telegraph. The Geneva correspondent of the *Daily Mail* added that the members were to leave for Marseilles on the 19th ult. A communication has been issued by the Japanese Legation at Rome denying the report that any Japanese officers studying at the Turin Academy have been recalled.

On the 17th ult. a banquet took place in the Kaiserhof, Berlin, under the presidency of Count Waldenses, who had around him about 200 officers, doctors, and others of the German army and naval forces who had been in China with the field-marshals during the campaign in North China. Among those who took part may be mentioned Vice-Admiral Benlemann, General von Throth, Generals von Geyl, von Hoepfner, von der Goltz, Naval Captain Lans, commander of the *Iltis* at the attack on the Taku forts, &c.

The London correspondent of the *Indian Daily News* telegraphed on the 4th instant: "The balance of the Municipal elections in the Provinces are in favour of the Liberals. In the London and Borough elections the Progressives have gained overwhelming victories. If the General election takes place during the Viceroy's holiday, and the Liberals win, as is still expected, it is unlikely that Lord Curzon will return to India. Mr. John Morley, speaking at Nottingham, pointed to the probability of a dissolution between Easter and Whitsun."

The new steel twin-screw steamer *Palma*, for the P. & O. Company, constructed and engineer'd by Messrs. Workman, Clark & Co., had a satisfactory trial cruise in the Belfast Lough last month. The *Palma* is 480 ft. long, 57 ft. broad, and 37 ft. 9 in. deep, and has a gross tonnage of over 7,600 tons. The passenger dining saloon is at the forward end of the bridge space, and the sleeping-bunks are large, comfortable rooms opening off each side of the saloon. The machinery consists of two sets of triple-expansion engines with steel multistubular double-ended boilers.

Two Calcutta telegrams with reference to Tibet appear in the *Times of Ceylon*. The first runs: "Calcutta, November 4th.—The probability is that a forward move into Tibet will be made immediately. The 25th and 32nd Pioneers and a company of Sappers and Miners, already on the frontier, will escort the Mission. A gun or two, and another native infantry regiment, will also be sent. Colonel Macdonald will command the forces; Major Iggenadur will be attached; and Major Bretherton will be Commissary Officer. The telegraph line, in spite of difficulties, has been laid to Khamtang. It is hoped that the demonstration will result in the Chinese and Tibetan officials realising that the Indian Government is determined to have a settlement of the questions at stake." The second is as follows: "Calcutta, November 6th.—The latest development on the Sikkim-Tibet border is that the Tibetans have turned back 500 yaks, which were being sent from Nepal for transport work with the British force. The yaks had been despatched without an escort, and the Nepalese in charge had no option but to obey the orders of certain local Tibetan officials, who objected to their marching towards Sikkim. The British Commission will push on from Khamtang, the amount of transport collected indicating a forward move when the necessary preparations are completed."

Home papers state that at the meeting of the French Cabinet on the 20th ult. M. Delcastel announced the signature of an agreement with China extending for a further period of four years the management of the arsenal at Foochow, by the French Mission, whose contract had expired. The agreement also stipulates for the engagement of a French professor for the schools connected with the arsenal and the organisation of a sanitary service, which will be placed under the direction of a French doctor. Nevertheless, as our Foochow correspondent has pointed out, there is a deadlock at Foochow just now.

## TELEGRAMS.

### REUTER'S SERVICE.

#### THE PANAMA CANAL TREATY.

LONDON, 19th November.

Yesterday evening at Washington, Mr. John Hay (Sec. of State of the United States), and Senior Varilla (Panama Minister to Washington), signed the Panama Canal Treaty. The treaty awards the United States absolute sovereignty of the Canal strip, and provides that the United States shall pay \$10,000,000 to the Republic of Panama, on the understanding that Panama shall allot a part of the payment to Colombia as its share of the Colombian debt.

As the deputation entered the hall the whole assembly rose to their feet.

Sir WILLIAM GOODMAN then addressed His Excellency as follows:—Your Excellency,—

We have met here this morning to present to your Excellency an address from the people of this Colony expressing how that you are about to leave us, their appreciation of your work here as Governor and their hearty good wishes for your success and well-being in the future. I feel it a great honour to have been specially asked to act on this occasion for those who have signed that address, representing, as they do, not only the British residents but also the various nationalities which go to make up the general community of Hongkong; and in their name, I will now ask your Excellency's permission to read that address, and then to add a few words of my own.

Sir WILLIAM then read the following address:

To HIS EXCELLENCE SIR HENRY ARTHUR BLAKE, G.C.M.G., GOVERNOR AND COMMANDER-IN-CHIEF OF THE COLONY OF HONGKONG AND ITS DEPENDENCIES AND VICE-ADMIRAL OF THE SAME.

Your Excellency,—We the undersigned residents of Hongkong, on the eve of your departure to take up the important post His Majesty has been graciously pleased to confer upon you, desire to express our appreciation of the valuable services rendered to this Colony during your Excellency's term of office here.

The administration of a Crown Colony at a distance of more than ten thousand miles from the mother country cannot, even in ordinary times, prove an easy task. We realise that the difficulties attendant upon a peaceful and successful government of this Colony were increased during the earlier period of your Excellency's tenure of office by the disastrous outbreak in the neighbouring Empire, and we are glad to think that at this critical period the government of the Colony was in your able hands.

It is impossible in the brief space afforded by an address to go into detail as to the various phases of your Excellency's administration, but we would specially refer to a few of the more important.

During your term of office the boundaries of the Colony have been extended from 27 square miles to 400 square miles, an increase which naturally adds largely to the work of administration, and we rejoice to feel that the disturbances and resistances met with in taking over the New Territory were promptly and decisively overcome, and that the population have since maintained a peaceful and contented attitude, indicating the satisfaction they feel with the system of Government it has fallen upon your Excellency to introduce and administer for the last five years.

The projects for the erection of various urgently needed public buildings, notably the new Post Office, have been accelerated through your Excellency's personal endeavour.

Among other questions which have engaged your Excellency's attention has been the extending of the road-system of the Colony, and in particular the opening-up of the New Territory by the construction of the main Taipo Road.

The proposed Praya East Reclamation Scheme, the immense importance of which your Excellency was prompt to recognise, and strongly advocated, has up to the present been found impossible of execution owing to difficulties with certain of the authorities in Enghau, but we trust that your efforts to secure this desired expansion of the city will ultimately be crowned with success.

The burning question of the site for the Naval Dock Yard has been dealt with so recently that is unnecessary here to go into details, but the protest made by the Colony against the Admiralty scheme was warmly supported by your Excellency, who fully recognised the injury it would entail upon the City of Victoria. In this connection we can assure you that the earnest endeavours made by your Excellency to induce the Naval Authorities to reconsider their adverse decision, and thus secure for the city an unbroken sea-front and its legitimate expansion will be gratefully remembered.

The last and most important act of your Excellency's administration in this Colony has been the founding of the Hongkong Improvement Trust, of which we are convinced will have far-reaching effects and will confer upon the Colony incalculable benefits which will last so long as Hongkong continues to be a centre for trade in the Far East.

It is, however, when we consider the health of the Colony, on which our prosperity so vitally depends, that the debt of gratitude, which we owe to your Excellency becomes most manifest.

The all-important question of the Colony's water-supply has occupied much of your attention, particularly the most necessary works which you have inaugurated during your administration, and we hope that, under the rider-nomination system now being adopted, an effective check upon the waste of water will result.

We would specially refer to your Excellency's devotion in dealing with the grave question of the periodical outbreaks of bubonic plague in the Colony, which have for so many years hampered our trade and obstructed our progress.

The self-imposed task carried out by your Excellency last summer in dealing with the plague in sectional blocks and your efforts to promote habits of personal cleanliness among the poorer classes of the Chinese would alone suffice to render the Colony your lasting debtor.

We are further indebted to your Excellency for your constant support of the efforts made to secure the effective opening of the West River, and for the privilege accorded of an additional number of ports of call, resulting in a large increase to the traffic and a corresponding advantage to the trade of Hongkong.

The warm interest exhibited by your Excellency in the important subject of education has been much appreciated in view of the increase in the juvenile population, for whom provision has had to be made in order that they may be thoroughly equipped for the battle of life, which here, as elsewhere, grows yearly more strenuous.

The encouragement which you have given to all healthy outdoor sports and pastimes, in so many of which you actively participate, has been most valuable as an example of the benefit to be derived from physical exercise and recreation in an energetically climate.

In taking leave of your Excellency it is satisfactory to know that, when you leave these shores, your ripe experience will still be utilised in the service of the Empire, and we cordially wish you all success in your new sphere of labour. We also trust that, when the time arrives for you to lay down the cares and burdens of the public service, both your Excellency and Lady Blake will long enjoy in your native land the leisure and ease you have so well earned, and that good health and happiness will always attend you.

We have the honour to be,  
Sir,  
Your Excellency's Obedient Humble servants.  
[here follow signatures.]

Sir WILLIAM GOODMAN continued.—It was in 1896 on my homeward voyage from another colony where I was Chief Justice, that I first had the honour of meeting your Excellency and Lady Blake at Nassau, when you were Governor of the Bahamas. I recollect how much I appreciated the kindly hospitality of a passing stranger, experienced on that occasion from you both, at Government House. How little did I then imagine that, seventeen years later, should, as Chief Justice of Hongkong, have the pleasure of reading an address to your Excellency from the Far Eastern colony. But it is the unexpected which so often happens; and now, after four most eventful terms of office as Governor of four different Colonies, your Excellency is about, as Governor of Ceylon, to enter upon another in your varied and brilliant career. In a few short hours, you will have left our shores. Our rocky island—with its ever-increasing swarm of thrifty and industrious workers, its noble edifices, as well as its crowded tenements, its open-handed, large-hearted, far-seeing, and enterprising mercantile community, its garrison, its forts, its ships, its band of Civil servants—all will have sunk beneath the horizon. The present will have become the past, and the five years of your administration of the Colony will be to you a matter of recollection only. The years and months pass rapidly but, as the Roman epigrammatic poet wrote, nineteen hundred years ago, "Perpetui et impudici." They are placed to our account, and I venture to think that, in the retrospect, your Excellency will have abundant cause for satisfaction in the work that has been accomplished during your period of office here. A former Governor of this Colony, in replying to an address, once said, "The only reward a Governor can look to is the approbation of his Sovereign, and the confidence of those measures which he has put forward in the belief that they will be beneficial to the welfare and stability of the Colony in which his lot has been cast." The important appointment which His Majesty has conferred upon you shows that you have gained the Royal approbation. The address which I have read demonstrates the feeling of the Colonists towards you; and a consideration of even the Ordinances and Orders in Council for the last five years cannot fail to impress any impartial person who, like myself, is familiar with their result, with the conclusion that on the whole they have been most beneficial and useful. In whatever direction we look we see signs of progress and improvement. If we look towards the harbour, we see the near completion of that splendid work the Praya Reclamation, and if we look further northward, across the harbour, we see a vast increase of territory rescued from comparative lawlessness, pierced by an excellent road, efficiently policed, and destined in the future to form an unimportant portion of this growing and energetic Colony. If we look southward toward the Hill district, we find not only new roads, new and handsome houses, but new hospitals, completed or being built, in which I trust much suffering will be relieved, and many convalescents will be restored to health and strength. If we look towards the east, we will find a forest of trees and land now covered by the sun, but heretofore destined, when the grand Eastern Reclamation Scheme, of which your Excellency has approved, is carried out, to form an insignificant portion of the improved City of Victoria. If we look towards the west, we find hundreds of commodious new buildings, and that excellently graded Jubilee Road, which is now completed to Aberdeen, and which I trust will some day be carried round the Island. And if we look at the city itself, we see handsome edifices springing up all around, some of the finest within a stone's throw of the Hall in which we are now meeting, we see electric trams being laid from one end of the city to the other, and we find a fine law and order, as much as it does in a European city, reigning amongst an industrious and prosperous community. Now, these are simple facts which cannot be gainsaid. The signs of material progress are all around us, and, considering the geographical position of this Colony, and the constant changes in its population, I venture to say its social and moral progress has been of a most hopeful character during the term of your Excellency's administration. But I will not longer detain you. I will only, in the name of those who signed the address, wish your Excellency a hearty farewell, a well, pleasant voyage, and happiness and prosperity in your future career. [Applause.]

When the applause had subsided, His Excellency said—Sir William Goodman, ladies, and gentlemen—I thank you and through you the community who have signed this beautiful album, for your expression of goodwill—a feeling that is, I assure you, warmly reciprocated by Lady Blake and myself. You are kind enough to recapitulate certain incidents that have occurred during my administration, and your friendship attribute to me a larger share in the inception and carrying out of those projects that is always my due. The material progress of that great port is secured by the collective capacity and energy of the community, and no one realises more fully than I that in our success there is a happy element.

But it is a happiness to me to know that the wheel has been going round merrily, that no sand has been allowed to get into the bearings, and that notwithstanding the present universal depression that will I hope soon pass away, Hongkong is an sound and insistent in abounding energy and over-increasing prosperity as when I came among you. [Applause.] I have, according to my lights

wish that I could accept the assumption that the Improvement Trust has actually been founded. The scheme has gone home for the consideration of the Secretary of State, with my strong advice that it shall be adopted. (Applause). But great as is the importance of the structural improvement of Hongkong, there is a matter of greater and more pressing moment than I wish to bring forcibly before you in these last moments before I leave your shores. That is the pressing necessity of utilising the British concession that has been granted for a railway from Canton to the borders of our territory. (Applause). That concession has been granted to a British syndicate, and it is their duty to utilise it and supply the natural seaport for minaues to the great arterial line in Hankow. These possible developments be sought imminent to the interests of Hongkong (hear, hear).

We have not built up our Empire by being ingards in the race for developments necessary for the expansion of the trade of the world, and letting "I dare not" wait upon "I will" has never conquered a position nor retained it for either men or nations. And now, ladies and gentlemen, I will touch upon a statement that has been reiterated many times during the term of my administration. That is that I am too pro-Chinese in my views. Well, I hardly know how to answer this. If it means that I have favoured the Chinese members of the community at the expense of the Europeans I deny it most strenuously. (applause), and this beautiful address in which Chinese and non-Chinese have joined, supports my denial. What is the duty of the British Government, and what is the duty of His Majesty's representative in Crown Colonies whose prosperity depends upon the common action of the best men among its population? Not to destroy social distinctions, nor to decrease the respect and consideration that ought to be the reward of the educated, the upright, the honest and unselfish men of every race, but to give equal protection to all, and to bring home the feeling that under the British flag, justice is pure and unpurchasable, and every man through all the grades from the highest to the poorest stoolie whom we meet with dull eye and patient industry toiling up from the sea to the Peak with his loads of sand or bricks, is free to think what he likes, to speak what he thinks without let or hindrance so long as he obeys the laws that have been made for securing the protection and comfort of the whole community. (Applause). This is the estimate that I have formed of my duty, and I have endeavoured to carry it out with a keen and abiding sense of my responsibility to my King, to this community, and to my own conscience. (Applause). And now that I am about to hand over the reins of government to my friend the Colonial Secretary, for whose industry, ability, and honesty of purpose I would gladly vouch were it necessary in a community to whom he is so long and so intimately known. (Applause). I and my wife bid you good-bye with heartfelt wishes for your happiness and prosperity individually and collectively, and our earnest prayer that the dark cloud of plague that has hung over the Colony for so long years may be dissipated by the efforts of the devoted workers engaged in combating its ravages, and that the great port of Hongkong may once more become as healthy as it is beautiful. Good-bye! (Loud applause). I will only add, ladies and gentlemen, that I wish I had seen the sun on the last day of my stay in Hongkong as Governor, but the sorrow and regret with which we leave it so wet a day has its salve, and that is, that my friend, Mr. May, will enter upon his administration under the beneficent influence of a rainy day which will improve the vegetation, and I hope, replenish the reservoirs and providently save this Colony from the dangers, the difficulties and the troubles of a water famine like last year. (Loud and continued applause).

#### THE DISTRICT WATCHMEN.

The company then dispersed, and proceeding to the entrance of the City Hall, H.E. addressed a body of the District Watchmen, some 80 strong, his remarks being interpreted in Chinese by Mr. Ho Fook.

HIS EXCELLENCE said—District Watchmen, I determined to say a word of commendation to you before I left the Colony. I think it most creditable to the Chinese community of the Colony that, on side the regular police force they have, by voluntary contributions, raised a special force of district watchmen for the purpose of assisting in the work of the police. I hear that you are over 80 strong at the present moment, and from the Registrar-General, who is one of the committee, I learn most excellent accounts of the manner in which you have done your work. Some of you have been highly commended, and during the past year several have received rewards. It is an useful thing to have a body of men like you, and probably, in the course of time, some of you will be ready to go on from this District Watchmen Force into the regular Chinese police force of the Colony. I am very glad to have the opportunity of seeing you here to-day and saying "good-bye" to you. One last word. If you continue to do your duty faithfully you may be always sure of that consideration and respect from your Chinese friends in the Colony and from the European residents that make life very pleasant to every man. I now say "good-bye" to you, and I hope that, in the future, you will continue to be worthy of the high commendation that I have heard of you from the gentlemen of the committee and from the Registrar-General to-day.

#### THE FAREWELL.

From the City Hall His Excellency, Lady Blake and Sir John Keane proceeded, in chairs under an escort of eight Indian constables in charge of Sergeant Abley, to Blake Pier, where a guard of honour of the Sherwood Foresters was drawn up and the band of the same regiment. Thousands of people flocked to the vicinity of the Pier to bid farewell to the Governor, and the Pier itself was crowded by very many prominent people in the Colony. The Governor's party, including Hon. F. M. May and Mrs. May, then boarded the launch Victoria (which flew the Hongkong flag and the Blue Ensign), and the farewell words having been spoken, they set off for the Malta, having been spoken, they set off for the Malta, amid rousing cheers from the crowd; the boom of cannon from the Tamar, the noise of numberless crackers (the figure was stated to be ten millions) let off on shore and on the craft in the Harbour, and the strains of "Auld Lang Syne" from the band. About a score of launches accompanied the Governor to the Malta. Upon landing at the gangway the party were received by Captain Daniel, the commander. Many hundreds came aboard to shake hands for the last time with Sir Henry, and it was not until the last minute that the visitors took their leave. As the launches sailed away they each circled round the liner and the passengers gave cheers for Sir Henry and Lady Blake, who stood upon the hurricane-deck. As the Malta started on her journey another salute was fired from the Tamar.

#### THE NEW GOVERNOR.

In the afternoon, half-past two, the Hon. F. H. May, C.M.G., Colonial Secretary, was sworn in as Officer Administering the Government by His Honour the Chief Justice, Sir William M. Goodman, at a meeting of the Legislative Council. The members present were Hon. Colonel L. F. Brown, R.E. (Officer Command-

ing the Garrison), Hon. A. M. Thomson (Acting Colonial Secretary), Hon. Sir Henry Spencer Berkeley (Attorney-General), Hon. L. A. M. Johnston (Acting Colonial Treasurer), Hon. Paul Taylor, R.N. (Harbour Master), Hon. W. Chatham (Director of Public Works), Hon. A. W. Brewin (Registrar-General), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Sir C. P. Chater, C.M.G., Hon. Mr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershon Stewart, and Mr. E. F. Johnston (Acting Clerk of Councils).

Hon. F. H. May was attended by Capt. Hunley, Acting A.D.C. On reaching the head of the table the Chief Justice rose and administered the formal oaths of office: the oath of allegiance was taken first, then the oath of office, and the judicial oath. Immediately the ceremony inside was concluded the guard of honour from the Sherwood Foresters presented arms, and the National Anthem was played by the band outside. The Chief Justice congratulated His Excellency the Officer Administering the Government on his accession to office and as the members of the Council and others present left the room they shook hands with His Excellency and Mrs. May.

His Excellency and Mrs. May afterwards proceeded in the Governor's chairs to Government House.

#### FOOTBALL.

This afternoon on the Happy Valley the Hongkong Football Club "A" team will play B. Co. Sherwood Foresters. Kick-off at half-past four. The following will play for the Club:—

A. N. Other, goal; W. G. Worcester and E. F. Aucott, backs; H. C. Gray, C. T. Kew, and P. K. Knyvett, halves; W. H. Williams, A. O. Bräun, R. Hancock, A. Cooper, and W. Dixon, forwards.

#### H.K.F.C. v. THE GARRISON.

Owing to the heavy rain before the match and a certain amount during it, the game between the Club and the Garrison was not very interesting. The ball was too slippery and style suffered terribly. The Garrison had a good deal the worse of the game and lost by 4 tries (Robertson 2, Schlanders 1, Sandford 1) to nil. Robertson played a good game for the Club behind, and the forwards completely overran the military pack.

#### MASONIC.

At a meeting of Victoria Lodge, 1,026 E.C., on Saturday evening, Bro. C. W. Longuet (S.W.) was elected W.M. for the ensuing year in succession to Wor. Bro. E. H. Ray. Bro. W. S. Allen was elected treasurer in succession to Bro. E. Mirrow. Bro. J. Vanstone was re-elected Tyler. All three elected accepted the offices.

#### SALE OF SCHOONER AT HONGKONG.

The American schooner *Lillebonne* was on Saturday auctioned by Mr. Geo. P. Lammert. A launch left Blake Pier at about 10.30 a.m. to convey intending purchasers to the vessel. She was lying at No. 6, Buoy off Kowloon Docks. All her tackle, apparel, appearances, etc., formed one lot. The terms were that the vessel be at the purchaser's risk on the fall of the hammer. One third of the purchase money was to be paid down, the balance on transfer.

The sale commenced shortly after eleven o'clock. More or less keen competition between a few bidders ensued. Commencing at \$3,000 jumps were made at \$100 a time. Finally a representative of Messrs. Dowdell and Co., Ltd., secured her for \$8,000. The firm was acting on behalf of a non-resident. The *Lillebonne* is a vessel of some 150 tons. Considering that he is not a vessel of great use for trading in these parts, \$8,000 may be considered a good figure. At the same time the *Lillebonne* is well worth that sum.

#### SHIPPING NOTES.

Capt. Passmore, of the s.s. *Haiching*, reports that on the passage up from Foochow, Amoy and Swatow—the *Haiching* left Foochow on the 10th. Amoy 20th, Swatow 21st—he experienced strong N.E. wind and high sea between Foochow and Amoy, then to Swatow strong N.E. wind, high and rain squalls; thence to Hongkong, light to moderate N.E. by breeze with continuous rain. On the 19th inst., at 3.30 p.m., while voyaging between Foochow and Amoy, he passed the homeward C.P.R. mail off Turnabout. The *Haiching* brought down general cargo, 66 Chinese passengers and six saloon passengers.

The s.s. *Claver*—consignees China Commercial—arrived from Moji with a cargo of coal yesterday. Captain D. Barton reports strong N.E. wind, heavy sea, overcast, and showery throughout. At 4 p.m. on the 21st inst. he passed a waterlogged fishing boat when six miles S.S.W. of Lammauk. No one was on board.

The s.s. *Osborne* arrived from New York with a cargo of oil for the Standard Oil Company. Capt. C. Froggett reports fine weather until the vicinity of Singapore; thence to port strong gales from the north and N.E., and high sea.

The German s.s. *Tenuwina* arrived from Bangkok via Swatow on Saturday with 450 Chinese passengers and a cargo of rice. The captain reports strong N.E. monsoon and heavy sea.

Captain W.A. King of the Indo China s.s. *Tinggang* reports moderate to fresh N.E. monsoon and rainy weather between Newchwang Chefoo, and Hongkong. The *Tinggang* sailed away on Saturday; she had general cargo.

Messrs. Butterfield and Swire received general cargo by the s.s. *Tarwan*. She arrived here from Chinkiang yesterday.

The H. A. L. s.s. *Marburg* arrived from Shanghai yesterday with general cargo, matches and cotton.

The German s.s. *Anitra*, Captain T. Hansen, arrived from Newchwang and Chefoo yesterday with a cargo of beans. Consignees: Messrs. J. E. Johnson and Co.

H. M. M. Talbot arrived from Mire Bay on Saturday.

#### HONGKONG JOTTINGS.

"The useful trouble of the rain" as the great Alfred so aptly termed it, came rather unfortunately on Saturday, making dull the face of Nature, and converting our thoroughfares into dreary sloughs of mud. I was sorry that Sir Henry and Lady Blake should have had their last view of Hongkong through a mist of rain, and I pitied our poor "Tommies" who had to stand in it for so long, and then go back to barracks to spend hours in cleaning their guns and musical instruments. But, as Sir Henry Blake remarked, it has its uses and compensations, especially in our dry season.

The chores of approval at the appointment of Mr. F. H. May to the Acting Governorship should be gratifying to our Colonial Secretary. Everywhere confidence is expressed in his justice and firmness. His Excellency Mr. May (by the way, many people have been exercised as to what his proper style is now, but this is stated to be correct) used to come in for vigorous on-langs in the days of his rule over the Police, but the Hon. F. H. May, Colonial Secretary, was a far milder man than Capt. May. C.S.P. H.E. Mr. F. H. May promises to be the most popular of the three.

The reference made by His Excellency Sir Henry Blake, in his farewell remarks in the City Hall, when receiving the address of the community, to "the vital question of the railway to Canton will, I hope, sink deep into the heart of every man who has a stake in the Colony. Our late Governor rightly characterised it as the most important question before the community. I not only fully endorse this, but I go further and say that not an hour should be lost in taking action. I would even go the length of advocating that the Colonial Government should be asked, if necessary, to vote a contribution of half a million dollars towards its construction; or, better still, to undertake at once the construction of a line through our own territory to the frontier, to meet the projected line from Canton.

I think it is Sarah Grand who in one of her novels writes of a London "sky-scraper" as "one of those huge caravansaries admirably adapted for cremation in the event of fire." I have often been reminded of this remark by comments I have heard passed upon the palatial buildings now in course of erection in Hongkong. I suppose we can confidently boast that Hongkong possesses the highest buildings in Asia; and I am glad to learn that the Government is alive to the importance of keeping the Fire Brigade appliances equal to the changing conditions. During the past week a new fire-escape, 45 feet in length, has been erected on the roof of the tallest building in Hongkong. We have only succeeded," says the *Nova Kraj*'s correspondent, "in casting a hurried glance at the ships when a little wreath of smoke suddenly appeared on the side of the flagship and was immediately followed by the report of a canon. Immediately afterwards all the ships were wrapped in smoke; the salute was being fired. The squadron presented a striking appearance, half covered as it was with smoke which was, however, cleared away in a few moments by the wind. When the last wreath of smoke had disappeared, our cruiser" (from which I conclude that this report is in the Port Arthur paper) "was written by an officer in the suite of Admiral Alexieff," answered. We then proceeded, steaming slowly, between the lines of ships, until at 3 p.m. we anchored in a central position. Immediately after we had anchored, a steam-cutter pushed off from the side of the flagship, the *Petropavlovsk*, bringing the commander-in-chief of the squadron, Vice-Admiral Stark, with Flag-Captain Ebergard, who came to present the naval reports to the Viceroy. The Vice-Admiral left again for his own ship at 4 o'clock.

"On the 13th of October the weather was as fresh as on the previous day. At first, indeed, it was so bad and the waves were so large that it was regarded as hardly possible for the cutters and sloops to venture out in order to make an inspection of the fleet. The visit to each of the ships was therefore deferred, but the vessels were signalled to go through their exercises. About 12 o'clock Engineer Sakharoff, the Governor of Dalny, came on board with his report. After having conversed for some time with his Excellency on the affairs of his district, the Governor was invited to breakfast." (The functionary in said to have presented a pitiable sight as he stood on the quarter-deck in presence of the Admiral and his staff, as well as if he had been keel-hauled all the way from Dalny. The Admiral kindly told him to go and dry himself before he presented his report). "After breakfast the weather remained unchanged, and indeed the wind only grew stronger, raising such waves as rendered it quite impossible for the Admiral to carry out his inspection on that day."

"On the 14th October" says the *Nova Kraj* of to-day, "the weather in the early morning seemed to show a decided improvement, the wind having fallen and the waves having decreased in height so that it was thought possible for the sloops to venture out. After the visit to each of the ships was made by the officers of the squadron and by the commander, Captain James. Having received the usual report from the latter, the Viceroy passed down along the front of the line formed by the officers of the ship and the officials belonging to the staff of the chief of the squadron, asking about the health of each person and questioning each about matters of navigation. He then asked after the health of the men who were doing sentry duty and even of the members of the band. He also spoke to and questioned the men whose watch it was. After this he proceeded to inspect the ship. He examined all the decks and made a detailed examination of every nook and corner. He even visited the lazarette where he questioned the doctor regarding the patients in his care, and conversed with the patients themselves. Then he went on deck again and watched with a critical eye the men as they went through their drill. The result was that he became fully convinced that the ship was kept in good order, was even a model vessel, and that the instruction of the men in their various duties was carefully attended to. Before leaving the ship he thanked all, especially the commander and the chief of the squadron and the officers of his staff on board the *Petropavlovsk*. As the cutter went off, the ship sent a loud "Ura!" after the Viceroy. The Viceroy had previously commanded that no salutes should be fired."

In the same way was next inspected the *Seskozop*. On the conclusion of the inspection, the Admiral thanked all, but especially the commander, and made a little speech in which he reminded the men of the glorious name their vessel bore, and hoped that they would always be mindful of the labours of their fathers. The medical officer of health and the public analyst for the city of London, England, reports the *Royal Baking Powder* chemically pure and giving the maximum possible yield of leavening gas.

*ROYAL BAKING POWDER* retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

**Royal Baking Powder Co.**

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SPECIAL NOTICE.

Prices very moderate.

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O. KEE MATRAI & CO.

5, Arsenal Street (Queen's Road East), Hongkong.

Hongkong, 9th November, 1903.

3102

#### PORT ARTHUR.

[FROM OUR OWN CORRESPONDENT.]

Port Arthur, 5th November.

THE RACES.

The races closed on Sunday last. They were held on the Sawarowsky Parade Ground, a suitable piece of land which lies out beyond Chinatown alongside the railway. The attendance of officials with their wives was large, but the general public did not attend in very large numbers. There was a total attendance, and the racing was conducted much on English lines, everybody being in gala dress and in his or her best humour. The horses were Balkan horses, which are small and swift, Manchurian ponies, also swift, and Tomsk horses, which are a rule rather too heavy to make good racers.

FUNERAL.

The cemetery, to which the incendiary condition of Port Arthur on its first occupation by the Russians sent many tenants—is situated just above the race course, and the races had hardly concluded on Sunday evening when a cortège, composed principally of a detachment of soldiers and a military band, made its appearance. The funeral was that of Captain Meslikoff, an officer of the 9th East Siberian Regiment, who had been killed on his previous day by a fall from his horse. As the officer belonged to the artillery, a cannon was discharged three times in succession over his grave.

THE NAVY REVIEW AT TALIENWAN.

Not many particulars about the recent naval review at Talienswan have leaked out so far, and it is doubtful if anything of real importance ever does leak out. It cannot be said, however, so far as I am aware, that any special significance attaches to this function which takes place every year with just the same ceremony, unless that this year it took place at Talienswan instead of Dalny. The number of gunnards is given at 29. "Part of the squadron," says the report, "was absent, being on different stations." I suppose this alludes to different vessels that were sent out lately on secret missions.

THE VICTORY ARRIVES.

On Sunday week the Viceroy left Port Arthur on the *Aeskold*. The morning after his arrival in Talienswan the review began, but of course the newspaper account of it merely refers to the reception of officials by the Viceroy, the handing of reports to the latter by various authorities, and many other matters of detail. The bulk of the fleet was in Talienswan, however, drawn up in three lines and occupying the whole breadth of the spacious harbour.

"We have only succeeded," says the *Nova Kraj*'s correspondent, "in casting a hurried

glance at the ships when a little wreath of smoke suddenly appeared on the side of the flagship and was immediately followed by the report of a canon. Immediately afterwards all the ships were wrapped in smoke; the salute was being fired. The squadron presented a striking appearance, half covered as it was with smoke which was, however, cleared away in a few moments by the wind. When the last wreath of smoke had disappeared, our cruiser" (from which I conclude that this report is in the Port Arthur paper) "was written by an officer in the suite of Admiral Alexieff," answered. We then proceeded, steaming slowly, between the lines of ships, until at 3 p.m. we anchored in a central position. Immediately after we had anchored, a steam-cutter pushed off from the side of the flagship, the *Petropavlovsk*, bringing the commander-in-chief of the squadron, Vice-Admiral Stark, with Flag-Captain Ebergard, who came to present the naval reports to the Viceroy. The Vice-Admiral left

## NOTICE.

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Telegraphic Address: Press, Code A.B.C., 5th Ed., E. Ticker's, P.O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

BANQUE DE LINDO-CHINE.

HONGKONG AGENCY.

HAVING returned to this Colony, I will resume the Management of this AGENCY, 30-DAY, 25th November, 1903.

LOUIS BEGINDO-AUKE,

Manager.

Hongkong, 23rd November, 1903. [3223]

HONGKONG NURSING INSTITUTION.

THE THIRD ANNUAL GENERAL MEETING of the above Institution will be held in the CITY HALL on WEDNESDAY, the 25th inst., at 12 Noon. All those interested are invited to attend.

K. GOODMAN,

Hon. Secretary.

Hongkong, 23rd November, 1903. [3224]

EDWARDS, PHIL &amp; COMPANY, LIMITED.

Agents.

Hongkong, 23rd November, 1903. [3224]

## NEW ADVERTISEMENTS

## NOTICE.

WE have This day authorised Mr. M. HIGASA to Sign our Firm per Procurator.

MIDZUSHIMA &amp; CO.

Hongkong, 23rd November, 1903. [3225]

EOTHEN MARK LODGE, NO. 284.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the ELEPHANT'S HALL, TO-MORROW (TUESDAY), the 24th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd November, 1903. [3225]

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## NOTICE OF FIRM

## NOTICE.

FROM This Date Mr. SPENCER SHELLY is Authorised to Sign our Firm per Procurator.

HERBERT DENT &amp; CO.

Canton, 10th November, 1903. [3176]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PINK, SPARKLING, INVIGORATING  
THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & CO.

## BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS,  
Hongkong, 31st July, 1903. [3017]

AUTOMATIC MAUSER PISTOLS.

CALIFORNIA, 750000.  
WHICH CHARGED FOR 10 SHOTPIECES,  
FIRING 10 SHOTS IN SECONDE.  
HEMSEN & CO.

Hongkong, 3rd October, 1903.

WHOLESAVERS, RETAILERS, COMMIS-

SION MERCHANTS.

BUY your goods direct from the Manufacturer and save the profits of the middleman. My Specialties are famous OFFENBACH LEATHER GOODS (plain or fancy), bags, albums, etc., Metal Celluloid, Ivory Ware, Embroideries, Soaps, Perfumery, Christmas Articles, boxes, etc., NOVELTIES and others. Splendid chance also for Agents. Order sample collection, selection can safely be left to me. Highest references. Also Import any Foreign Article. Raw or Manufactured—

DAVIS JAMES LOWE, OFF-BEECH and Frankfort a. M. Address: 27, Beethovenstr. Frankfurt a. M. [3193]

ROYAL AKATED WATERS  
MANUFACTORY

Factory & Office—Woo Point; Telephone 367  
Depot—60 House Street; Telephone 374.

That's where you can get very best drinks, it says.

And that's where your orders should be placed. If you will try to join our race, Surely you will find the truth with smiling face.

For cleanness and purity we always plead. As far as quality of our goods we always lead. Should you have any doubt of the saying, You may try it's for good stuff you are paying.

Our High-Class Drinks, many from which Chinese.

Our long list of Novelties will you amuse.

BEST IN THE FAR EAST.

Highly Charged Soda Superb Ginger Ale  
Water Kolo Tonic Champagne

Lemonade Superb Coronation Cap

Ditto Eureka Winter Stout

Superb Lemon Squash Epée

Ora-grande Iron Brew

Rhubarbade Jubilee Champagne

Strawberryade Orange Champagne

Saisaparilla Ging Fizz

Jamaica Ginger Ale Lime Juice and Soda

Stone Ginger Beer Horseradish

Tonic Champagne Vanilla

Brown Tonic Vis-Kola

Champagne Cider "Hir-Oes"

Cherry Vito

Refreshing and invigorating. Exhilarating

drinks of the season. Just Produced. Long-

Life, Non-Intoxicating and Excellent Bever-

ages.

Apply to F. P. DANENBERG Manager.

17] MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI

CODE WORD: "DOCK." NAGASAKI.

A.I. A.B.C. Scots' and Engineering Co.-

Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 281 "

DOCK No. 2 (at MUKALIMA)

Extreme Length... 371 feet

Length on Blocks... 330 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILDING AND MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

with POWERFUL SALVAGE PLANT

READY at SHORT NOTICE.

177

THE AMERICAN SYSTEM

OF DENTISTRY.

Dr. M. H. CHAUN,

27, DES VŒUX ROAD, CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2490]

## AUCTIONS

## PUBLIC AUCTION.

THE undersigned have received instructions

to sell by Public Auction.

TODAY MONDAY,  
the 23rd NOVEMBER, 1903, at Noon, at the

WARDLEY STREET WHARF,  
The Steam-launches

"LEUNG SHING" and "LEE CHOY".

The "LEUNG SHING" ("Rising Star") was

built in 1891, of Teak with Steel Frames, by

the Hongkong and Whampoa Dock Company,

and the "LEE CHOY" was built in 1892, of

Teak and Wood Frames, by Chinese boat-builders.

PARTICULARS OF THE LAUNCHES.

"LEUNG SHING" ("RISING STAR").

HULL:

Length over all... 81 ft.

Breadth between gun barrels... 13 ft.

Breadth at water deck... 13 ft. 5 in.

Depth moulded... 6 ft. 9 in.

Passenger accommodation... 18

ENGINES:

Diameter of H. P. Cylinder... 10 in.

Diameter of L. P. Cylinder... 20 in.

Stroke... 12 in.

BOILER:

Length... 7 ft.

Diameter... 5 ft. by 6 ft.

Pressure... 120 lbs.

LEE CHOY"

Length... 65 feet.

Breadth... 12 feet.

Depth... 6 feet.

Engines... 7 by 14 ft.

Boiler... 52 by 6 ft.

Pressure... 120 lbs.

The Steam-launches can be inspected from

this date within the Breakwater in Causeway Bay.

TERMS.—As usual.

For further particulars apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd November, 1903. [3212]

PUBLIC AUCTION

OF JAPANESE FINE ART CURIOS

AND EMBROIDERIES.

WITHOUT RESERVE.

THE Undersigned has received instructions

from Mr. S. NAGURA, the well-known Collector of Kiso, to sell by Public Auction,

TODAY (MONDAY),

the 23rd November, 1903, commencing

at 2.30 P.M., at his SALES ROOMS,

Duddell Street.

A MAGNIFICENT COLLECTION OF  
JAPANESE ART CURIOS AND  
EMB

## THE ROBINSON PIANO

COMPANY, LIMITED

## NOTE.

## ENTIRELY

## NEW STOCK

ARRIVING,

SPECIALY AND MOST CAREFULLY

CHOSN BY OUR

MR. ROBINSON,

NOW IN EUROPE.

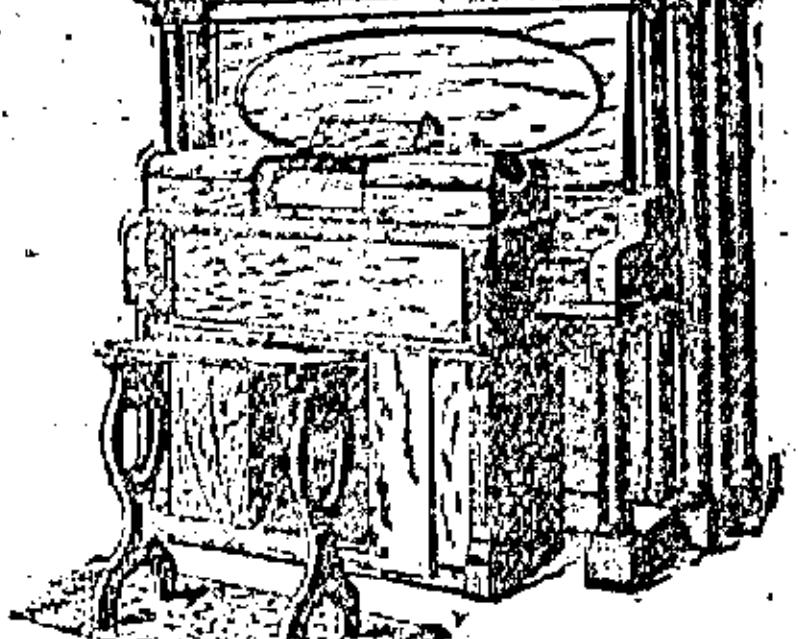
## GREAT

## REDUCTIONS

in our present stock of Pianos and Musical

Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO  
MASTER PIANO  
PLAYER

## THE BEST OF ALL

THREE STYLES:  
PRICE FROM \$150 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano player, she was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one she gave.

Miss Patti says that "the Apollo never fails given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

DAILY PRESS' OFFICE.  
The only office in China having European  
taught workers. Expert to Home Work

## FURNITURE WAREHOUSEMEN

A. CHU & CO., Established 1859.  
Every Household Requisites. Dealer for  
Lustman's Kodak Films and Accessories;  
12, Queen's Road Central;HONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade  
best and cheapest. 8, Queen's Road  
Central.

## JEWELLERS

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo

## PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.  
Bronzes and Crayon Enlargements and  
ultra-coloring. Views of China and Manilla. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## PRINTING

DAILY PRESS' OFFICE.  
Proofs read by Englishman.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahjou's Genuine Com-  
position Bed Hand Brand.BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers'  
Tools, Brass and Iron Merchants,  
144, De Veux Road.

## WATCHMAKERS

DROZ & CO.,  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.ELEY'S, SCHULZETZ'S, AMBERITE  
E and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE  
and NEWCASTLE CHILLED SHOT in  
all Sizes. Nos. 10 to 25SSG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong, 28th November, 1902.

## INSURANCES

NEW ZEALAND INSURANCE  
COMPANY.

## FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL ..... £1,000,000.

HAVING been appointed AGENTS for  
the above Company, we are prepared to  
issue Policies of Insurance at Current Rates.

REISS &amp; CO.,

Agents.

Hongkong, 2nd November, 1903.

AACHEN AND MUNICH FIRE &  
MARINE INSURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BRÖCKELMANN &amp; CO.,

Agents.

Hongkong, 21st April, 1897.

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ..... £225,719

Total Losses Paid ..... £3,769,249

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK &amp; CO.,

Agents.

Hongkong, 18th May, 1903.

THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.

HOYZ, JACOB &amp; CO.,

Agents.

Hongkong, 30th July, 1903.

THE BOMBAY FIRE &amp; OFFICE

CO.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK &amp; CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

THE STATE FIRE INSURANCE  
COMPANY, LIMITED, OF  
LIVERPOOL.THE Undersigned AGENTS of the above  
Company are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

W. G. HUMPHREYS &amp; CO.,

Agents.

Hongkong, 3rd August, 1903.

NORTHERN ASSURANCE CO.:

FIRE and LIFE.

ESTABLISHED 1839.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.Also to accept proposals for LIFE ASSUR-  
ANCE. Prospects on application.

TURNER &amp; CO.,

Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902

£16,378,771.

I. AUTHORIZED CAPITAL ..... £3,000,000 0 0

SUBSCRIBED CAPITAL ..... 2,750,000 0 0

PAID-UP CAPITAL ..... 687,500 0 0

II. LIFE FUNDS ..... 2,867,115 14 11

THE Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOME'S &amp; CO.,

Agents.

Hongkong, 19th June, 1903.

SALAMANDER FIRE INSURANCE  
COMPANY.THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ &amp; JACOB &amp; CO.,

Agents.

Hongkong, 2nd April, 1903.

WANTED.

Apply to—

E. R.,

Care of Daily Press' Office.

Hongkong, 2nd November, 1903.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the MILITARY AUTHORITIES that

GUN PRACTICE will take place from

the undermentioned Batteries and on the dates as  
specified opposite—Fly Point and Upper Belcher Batteries in a  
direction to the South of Chung Hua Island at a  
range of about 4,500 yards, on the 25th NOVEMBER, 1903.Stonecutters South Shore and East Batteries  
in a South-West direction at ranges from  
2,000 to 3,000 yards, on the 27th NOVEMBER, 1903.Lyman (Pak-sha-wan) and Sy-wan Batteries in  
the direction of the entrance to Junk Bay at  
ranges from 2,000 to 4,000 yards, on the 28th NOVEMBER, 1903.Practice will commence at 9 A.M. daily, and  
end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 18th November, 1903.

MUSIC.

RAPID Tuition given on the BANJO,

MANDOLIN, SPANISH GUITAR,

VIOLIN, &amp;c. Terms moderate.

L. A. DE GRACA,

58, Peel Street, or

Care of Daily Press' Office.

Hongkong, 11th August, 1903.

QUAN WAH &amp; CO.,

GRANITE MERCHANT CONTRACTORS.

Dealers in

M A R B L E and G R A N I T E

MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs &amp; Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903.

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## LATE TELEGRAMS.

[VIA AUSTRALIA.]

CANADA AND THE ALASKA BOUNDARY.

London, 23rd October.

Sir Wilfrid Laurier, the Prime Minister of Canada, spoke in the Dominion House of Commons on Friday night regarding the Alaska boundary award. Repling to the criticisms of the Opposition, Sir Wilfrid Laurier said that he would not believe, until the reasoned opinion of Lord Alverstone, the president of the Commission, was received, that the interests of Canada had been sacrificed.

The matter of the Lynn Canal was open to argument, but he was at a loss to understand the decision of the Commission with regard to Portland Channel. "Solong," Sir Wilfrid Laurier continued, as Canada was a dependency of the British Crown, the present power would be insufficient. They must ask the motherland for an extension of their powers to enable the Dominion to deal with similar questions in the future "in our own fashion, according to the best light we have." The Prime Minister confirmed that he often regretted that Canada lay alongside a grasping and powerful nation like the United States. He had also often regretted that Canada lacked the power of making treaties.

London, 27th October.

Lord Strathcona, the High Commissioner for Canada, in the course of an interview regarding the speech which Sir Wilfrid Laurier delivered in the Dominion House of Commons on Friday, said that he was convinced that the greater freedom in the making of treaties asked on behalf of Canada by Sir Wilfrid Laurier, if granted, would not be used in any way detrimental to the best interests of the Empire. Canada, besides, consulting the motherland in making any treaty, would act in conjunction with her.

The Times states that the claim of Sir Wilfrid Laurier, the Prime Minister of Canada, that the Dominion should have full treaty-making powers, points logically to separation from Great Britain. "It is difficult," the Times says, "to see how such a power will strengthen its hands unless the Dominion has the strength to give effect to treaties."

The American press says that the Dominion of Canada owes to England what power she possesses of resisting what the United States regards as just demands.

A. MOROCCO LOAN.

London, 26th October.

The Standard says that merchants of London and Manchester offered to raise a loan of £2,000,000 for Morocco, and that the Sultan of that empire thereupon expressed the hope that, when he had obtained this English loan, France would not tighten her hold upon Morocco. The Marquis of Lansdowne is unwilling to accept the responsibility of an English loan, and wishing to assist France's policy of pacific penetration in Morocco, he has invited France to join in the loan.

IN MEMORY OF LORD SALISBURY.

London, 27th October.

Subscriptions are being opened in Hertfordshire to found a science scholarship in memory of the late Marquis of Salisbury, and to erect a statue of him at Hatfield.

ENGLISH LABOUR LEADER DEPOSED  
AS ANARCHIST.

London, 27th October.

Mr. John Turner, the chief organiser of the National Shop Assistants' Union of England, on a holiday in New York addressed a meeting of 500 anarchists. In the midst of this speech Mr. Turner was arrested, and was afterwards ordered by the United States authorities to be deported under the Anarchist Deportation Law.

FAST ELECTRIC RAILWAY.

London, 27th October.

At the instance of the Emperor William, Prussia is negotiating for the construction

## SHIPPING.

## ARRIVALS.

Nov. 20. BALAABAT, British str., 4,297, F. R. Summers, Bombay and Singapore 15th Nov. Mails and General.—P. & O. S. N. Co.  
Nov. 20. BINH THUAN, French str., 983, Ribault, Manila 17th Nov.—BRADLEY & CO.  
Nov. 20. HANOI, French str., 738, P. Merle, Haiphong and Hoichow 19th Nov., General.—A. R. MARTY.  
Nov. 20, ORO, British str., 2,146, W. Ranson Coleman, Amoy 19th November, General.—DODWELL & CO., LTD.  
Nov. 21. TEAWANGSE, German str., 1,057, Chr. Kumpf, Bangkok via Swatow 10th Nov. Rice.—BUTTERFIELD & SWIRE.  
Nov. 21. RONSETTA MARU, Japanese str., 2,402, H. S. Smith, Manila 17th Nov., General.—Toyo Kisen Kaisha.  
Nov. 21. SUNGKIAN, British str., 1,021, A. W. Outchridge, Manila 18th Nov., General.—BUTTERFIELD & SWIRE.  
Nov. 21. TALBOT, British cruiser, 5,000, Lewis Bayley, Yokohama 12th Nov. and Miri Bay 21st.  
Nov. 21. TINGSANG, British str., 1,640, D. A. King, Newchwang and Chefo 16th Nov., General.—JARDINE, MATHERSON & CO.  
Nov. 22. AMIGO, German str., 822, T. Hansen, Newchwang and Chefo 17th Nov., Deems & Co.  
Nov. 22, CLAVELIN, British str., 2,155, D. Barton, Moji 17th Nov., Com. CHINA COMMERCIAL S. S. CO.  
Nov. 22, DAIJIN MARU, Japanese str., 300, T. Ogata, Tamsui, Amoy and Swatow 21st Nov., General—OSAKA SHOSEN KAISHA.  
Nov. 22, HAICHING, British str., 1,257, Passmore, Foochow 19th November, Amoy 20th and Swatow 21st, General—DOUGLAS LAPRAE & CO.  
Nov. 22, HUB, French str., 705, Gidouin, Haiphong and Kwangtchau 21st Nov., General, A. R. MARTY.  
Nov. 22, ICHAN, British str., from Canton.  
Nov. 22 LYDIA, German str., 2,357, Girshenbian, Chinkiang 17th Nov., Rice.—SIEMENS & CO.  
Nov. 22, MAMURO, German str., 3,888, Henry Stern, Shanghai 19th Nov., Matches, General Cotton, &c.—HAMBURG-AMERIKA LINE.  
Nov. 22, ODEBON, British str., 2,796, C. Frogath, New York 25th Sept., Case Oil.—STANDARD OIL CO.  
Nov. 22, SHINANO MARU, Japanese str., 6,388, Wm. Thompson, Shanghai 19th Nov., General, NIPPON YUSEN KAISHA.  
Nov. 22, TAIWAN, British str., 1,109, H. Harder, Chinkiang 15th Nov., General—BUTTERFIELD & SWIRE.  
Nov. 22, YIKSANG, British str., from Canton.  
CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.  
21st November.  
Anping Maru, Japanese str., for Coast Ports.  
Chingay, British str., for Shanghai.  
Hafan, British str., for Swatow.  
Hano, French str., for Haiphong.  
Sullberg, German str., for Shanghai.  
DEPARTURES.  
21st November.  
BALAABAT, British str., for Shanghai.  
DAIYA MARU, Japanese str., for Moji.  
EMPIRE, British str., for Australia.  
HALCON, British str., for Swatow.  
HOLSTEIN, German str., for Hongkong.  
HUPSI, British str., for Calcutta and Hainan.  
LOONGHOON, German str., for Shanghai.  
MATAI, British str., for Europe.  
MANDARIN MARU, Japanese str., for K'notzu.  
MARIE JESSE, German str., for Singapore.  
NIPPON, Australian str., for Manila.  
PELIA, British str., for Manila.  
YUNSANG, British str., for Manila.  
ZAFIRO, British str., for Manila.  
22nd November.  
ALGERINE, British sloop, for Mirs Bay.  
ANPING MARU, Japanese str., for Coast Ports.  
HAITAN, British str., for Coast Ports.  
SULLBERG, German str., for Port Arthur.  
VESSELS IN DOCK.  
21st November.  
ABERDEEN DOCKS.—Tolo Maru, Kwongchow.  
KOWLOON DOCKS.—Lillebone, Chuen Tiao, Tolo, Tailes, U.S.S. Azur, U.S.S. Zafiro, H.M.S. Amphitrite, H.I.G.M.S. Mowbray, H.M.S. Hardy.  
CONSTITUTION DOCK.—Salavance, Ellen Rockmers.

## VESSELS ON THE BERTH

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

## THE Steamship

"HERMISTON," Captain W. T. Bain,

will be despatched on MONDAY, the 30th NOVEMBER, to be followed by the Steamship

"HIMERA," Captain Lockhart,

on or about MONDAY, the 21st DECEMBER.

For Freight, &amp;c., apply to

SHEWAN, TOME'S &amp; CO., General Agents.

Hongkong, 23rd November, 1903. [3151]

## "GLEN" LINE OF STEAMSHIPS.

## FOR LONDON AND ANTWERP.

## THE Steamship

"GLENIEL."

Captain J. McGillivray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 14th November, 1903. [3150]

## NATAL LINE OF STEAMERS.

## THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.

For Freight, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 19th November, 1903. [3157]

## THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH TICKETS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	POLYPHEMUS	Brit. str.	J. McGillivray	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP	GLENIEL	Brit. str.	B. H. W. Snow	MCGREGOR BROS. & GOW	3rd Dec.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FOEMOSA	Brit. str.	.....	.....	About 1st Dec.
LIVERPOOL	ACHILLES	Brit. str.	.....	BUTTERFIELD & SWIRE	20th Dec.
MARSEILLES, LONDON & SPOKE, &c.	YANGTSE	Brit. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	15th Jan.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Fren. str.	Morano	MESSAGERIES MARITIMES	28th Inst.
MARSEILLES, LONDON & ANTWERP	MANCHE	.....	.....	BUTTERFIELD & SWIRE	1st Dec., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	HYON	Brit. str.	.....	BUTTERFIELD & SWIRE	22nd Dec.
MARESILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	.....	BUTTERFIELD & SWIRE	5th Jan.
MARESILLES, LONDON & ANTWERP	DARDANS	Brit. str.	.....	BUTTERFIELD & SWIRE	19th Jan.
MARESILLES, LONDON & ANTWERP	DIOMED	Brit. str.	.....	BUTTERFIELD & SWIRE	25th inst., at Noon.
MARESILLES, LONDON & ANTWERP	HAMBURG	Ger. str.	E. Burmeister	HAMBURG-AMERIKA LINIE	To-morrow.
MARESILLES, LONDON & ANTWERP	MARDEB	Ger. str.	Storck	MELCHERS & CO.	1st Dec.
MARESILLES, LONDON & ANTWERP	SUEWA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	15th Dec.
MARESILLES, LONDON & ANTWERP	AGAGNA	Ger. str.	Jahns	HAMBURG-AMERIKA LINIE	20th Dec.
MARESILLES, LONDON & ANTWERP	NUERNBERG	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	5th Jan.
MARESILLES, LONDON & ANTWERP	AMIRA	Ger. str.	.....	HAMBURG-AMERIKA LINIE	16th Dec.
MARESILLES, LONDON & ANTWERP	ORO	Brit. str.	.....	HAMBURG-AMERIKA LINIE	20th Dec.
MARESILLES, LONDON & ANTWERP	HERMISTON	Rus. str.	.....	HAMBURG-AMERIKA LINIE	28th Inst.
MARESILLES, LONDON & ANTWERP	GLENROY	Ger. str.	.....	HAMBURG-AMERIKA LINIE	1st Dec.
MARESILLES, LONDON & ANTWERP	NUHIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	14th Dec.
MARESILLES, LONDON & ANTWERP	E. OF JAPAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	2nd Dec.
MARESILLES, LONDON & ANTWERP	ATHENIAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	About 30th Inst.
MARESILLES, LONDON & ANTWERP	OLYMPIA	Brit. str.	A. Dixon	NIPPON YUSEN KAISHA	27th Jan.
MARESILLES, LONDON & ANTWERP	SHINANO MARU	Jap. str.	W. Thompson	PORTLAND & ASIATIC CO.	28th Inst.
MARESILLES, LONDON & ANTWERP	PELMUS	Brit. str.	.....	BUTTERFIELD & SWIRE	28th Inst.
MARESILLES, LONDON & ANTWERP	INDRASAMHA	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	14th Dec.
MARESILLES, LONDON & ANTWERP	CHANGSHA	Brit. str.	.....	BUTTERFIELD & SWIRE	2nd Dec.
MARESILLES, LONDON & ANTWERP	CEYLON	Brit. str.	C. F. Lockstone	NIPPON YUSEN KAISHA	About 30th Inst.
MARESILLES, LONDON & ANTWERP	HIROSHIMA MARU	Jap. str.	J. Nagao	CHINA COM. S. S. CO.	27th Inst.
MARESILLES, LONDON & ANTWERP	ATHOLL	Brit. str.	Watt	HAMBURG-AMERIKA LINIE	2nd Dec., at Noon.
MARESILLES, LONDON & ANTWERP	NUERNBERG	Brit. str.	Jaburg	BUTTERFIELD & SWIRE	10th Dec.
MARESILLES, LONDON & ANTWERP	CHINGTU	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
MARESILLES, LONDON & ANTWERP	ICHANG	Brit. str.	.....	MELCHERS & CO.	Quick despatch.
MARESILLES, LONDON & ANTWERP	K. ALBERT	Brit. str.	C. Polack	HOTZ, S. JACOB & CO.	5th Dec.
MARESILLES, LONDON & ANTWERP	TIJMAH	Brit. str.	.....	BUTTERFIELD & SWIRE	25th Inst.
MARESILLES, LONDON & ANTWERP	WOOSUNG	Brit. str.	.....	OSAKA SHOSEN KAISHA	To-morrow.
MARESILLES, LONDON & ANTWERP	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	29th Inst.
MARESILLES, LONDON & ANTWERP	MAIDZURO MARU	Jap. str.	T. Saito	DODWELL & CO. LTD.	To-morrow, D'light.
MARESILLES, LONDON & ANTWERP	HAICHING	Brit. str.	Passmore	BUTTERFIELD & SWIRE	25th Inst.
MARESILLES, LONDON & ANTWERP	ROSETTA MARU	Jap. str.	.....	TOYO KISEN KAISHA	26th Inst., 11 A.M.
MARESILLES, LONDON & ANTWERP	RUBI	Brit. str.	H. S. Rodger	SHEWAN, TOME'S & CO.	28th Inst., 10 A.M.
MARESILLES, LONDON & ANTWERP	TELEMONT	Brit. str.	T. W. Garlick	DODWELL & CO. LTD.	About 29th Inst.
MARESILLES, LONDON & ANTWERP	MANILA DIRECT	Brit. str.	.....	BUTTERFIELD & SWIRE	2nd Dec.
MARESILLES, LONDON & ANTWERP	ZAFIRO	Brit. str.	R. W. Almond	NIPPON YUSEN KAISHA	6th Dec., 10 A.M.
MARESILLES, LONDON & ANTWERP	IZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	28th Inst., at 4 P.M.
MARESILLES, LONDON & ANTWERP	BOMBAY MARU	Jap. str.	T. Murai	DAVID SASOON & CO., LTD.	1st Dec., at Noon.
MARESILLES, LONDON & ANTWERP	A. APCAR	Brit. str.	E. Foy	DAVID SASOON & CO., LTD.	25th Inst., at 3 P.M.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE

PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903. About

"ORO" ..... 21st Nov.

"ORONO" ..... 8th Dec.

"LOWTHER CASTLE" ..... 15th Dec.

"SIKH" ..... 24th Dec.

"SAGAMI" ..... 5th Jan.

"LENNOX" ..... 15th Jan.

"AFRIDI" ..... 27th Jan.

For Freight and further information, apply to

DODWELL &amp; CO. LTD.

Agents.

Hongkong, 17th November, 1903. [1125]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG."

Captain Juburg, will be despatched for the above ports on THURSDAY, the 26th inst., at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th November, 1903. [3188]

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.  
OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PELEUS", "DARDANUS", "YANGTSE", "PYERHUS", "TYDEUS", "NESTOR", "KEEMUN"	On 28th November, On 5th December, On 12th December, On 24th December, On 29th December, On 1st January, On 8th January.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 25th November.
GLASGOW and LIVERPOOL	"HYSON", "ACHILLES", "PROMETHEUS", "DARDANUS", "YANGTSE", "DIOMED"	On 8th December, On 20th December, On 22nd December, On 5th January, On 15th January, On 19th January.
ANTWERP	Taking Cargo for Liverpool at London Rates.	

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"POLYPHEMUS"	On 25th November.
MARSEILLE, LONDON and ANTWERP	"HYSON", "ACHILLES", "PROMETHEUS", "DARDANUS", "YANGTSE", "DIOMED"	On 8th December, On 20th December, On 22nd December, On 5th January, On 15th January, On 19th January.
MARSEILLE, LONDON and ANTWERP	"POLYPHEMUS"	On 25th November.
MARSEILLE, LONDON and ANTWERP	"HYSON", "ACHILLES", "PROMETHEUS", "DARDANUS", "YANGTSE", "DIOMED"	On 8th December, On 20th December, On 22nd December, On 5th January, On 15th January, On 19th January.
LIVERPOOL	Taking Cargo for Liverpool at London Rates.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PELEUS", "WOODSUNG", "SUNGKUANG", "CHANGSHA", "CHANGTU"	On 28th November, On 1st January, On 25th November, On 25th November, On 10th December.
The s.s. "PELEUS" left Singapore on the 21st inst., a.m., and is due here on the 26th inst.		
The s.s. "DEUCALION" from Tacoma arrived at Yokohama on the 17th inst., and leave Moji for Hongkong on the 23rd inst.		
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 23rd November, 1903.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGAI, CHEFOO and DALNY	"ICHANG", "WOODSUNG", "SUNGKUANG", "CHANGSHA", "CHANGTU"	On 24th November, On 25th November, On 25th November, On 2nd December.
INGPO and SHANGHAI	"SUNGKUANG", "CHANGSHA", "CHANGTU"	On 25th November, On 2nd December.
ANILA	"CHANGSHA", "CHANGTU"	On 2nd December.
MANILA	"CHANGSHA", "CHANGTU"	On 2nd December.
PORT DARWIN, THURSDAY	"CHANGSHA", "CHANGTU"	On 2nd December.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA", "CHANGTU"	On 2nd December.
KOBE	"CHANGTU"	On 10th December.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Australasia Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 23rd November, 1903.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 16th Dec.  
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. WEDNESDAY, 13th Jan. 1904  
R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 27th Jan.  
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. WEDNESDAY, 10th Feb.  
R.M.S. "TARTAR" ... 4,425 Tons. WEDNESDAY, 24th Feb.  
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 9th Mar.  
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. WEDNESDAY, 30th Mar.  
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. WEDNESDAY, 26th April.  
R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 27th April.  
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW, "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TEAJS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Padre Street.

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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE	CYAN, C. F. Lockhart, E.N.E.	About 30th November	Freight and Passage.
(Passing through the Inland Sea)			
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.	FORMOSA, B. H. W. Snow	About 11th December	Freight and Passage.

For further Particulars, apply to E. A. REWETT, Superintendent.

Hongkong, 21st November, 1903.

## JAVA-CHINA-JAPAN LINE

HEAD AGENT—R. BISSCHOP, 3, DUDDELL ST., HONGKONG.  
REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMAHI	JAVA POETS (VIA MACASSAR)	December 1	SHANGHAI, KOBE & YOKOHAMA	December 5
TIJIPANAS	KOBE and YOKOHAMA Do.	November 26	SINGAPORE, JAVA PORTS & MACASSAR Do.	November 29
TJILATJAP	Do.	December 21	SHANGHAI, KOBE & YOKOHAMA Do.	December 24

The Steamers are all fitted throughout with Electric Light and have superior accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE AGENTS.

HOTZ, S. JACOB & CO.  
Telephone No. 201.

Hongkong, 9th November, 1903.

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## NOTICES TO CONSIGNEES

STEAMSHIP "ARMAND BEHIC"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Orlegan" and "Guidonia", from Havre ex s.s. "Guidonia", and from Bordeaux ex s.s. "Ville de Rouen" and "Cambrai", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, To-day, the 17th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 24th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th November, 1903.

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## OCEAN STEAMSHIP COMPANY, LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"PROMETHEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 24th instant.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 25th November will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st December, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1903.

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## THE H.A.L. Steamship

"ARAGONIA," Captain Forst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd November, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE, Hongkong Office.

Hongkong, 18th November, 1903.

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## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamer

"NIPPON" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left

## POST OFFICE NOTICES.

Letters and Post cards are now received for transmission to Europe via Dalmatia and the Trans-Siberian Railway, and should be marked accordingly. No Printed matter can be accepted. The Rates of Postage by this route will be the same as at present via the Suez Canal.

The Coptic with the American Mail left Yokohama on Friday, the 26th inst. at Daylight and may be expected here on or about Friday the 27th inst.

The Konig Albert, with the German Mail left Singapore on Friday, the 20th inst., at 6 p.m. and may be expected here on or about Wednesday the 25th inst., at 6 a.m.

## MAILS WILL CLOSE

## FOR

## PEL

## DATE

Canton		Monday, 23rd	7.30 A.M.
Hainan		Monday, 23rd	9.00 A.M.
Hongkong		Monday, 23rd	1.15 P.M.
Chinghai		Monday, 23rd	3.00 P.M.
Macao		Monday, 23rd	3.00 P.M.
Lantau		Monday, 23rd	4.00 P.M.
Tai Ouan		Monday, 23rd	5.00 P.M.
Hoi Pu		Monday, 23rd	5.00 P.M.
Wingchau		Monday, 23rd	6.00 P.M.

Canton		Tuesday, 24th	7.30 A.M.
Swatow and Bangkok		Tuesday, 24th	8.00 A.M.
		Tuesday, 24th	

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA HONOLULU & SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Singapore, Samarang and Sourabaya  
Strait and Calcutta  
Ningpo and Shanghai  
Shanghai, Chefoo and Dalmatia  
Singapore and Colombo  
Nantuo  
Sibutu  
Manado  
Canton  
Canton  
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma

Europe, &c., India via Tunicino  
(Late Letters 11.00 to 12.30 A.M. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-DAY.  
Sale, steam-launches Leung Shing and Lee Choy, Wardley Street Wharf, Messrs Hughes & Hough, noon.  
Sale, Japanese Art Curios and Embroideries, Sales Rooms, Mr. Gee P. Lannert, 2.30 p.m.  
TO-MORROW.  
Ordinary Yearly Meeting of the Hongkong Steam Boat Co., Ltd., noon.  
Sale, Silk Handkerchiefs, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

21st November.

ON LONDON.—  
Telegraphic Transfer ..... 1.95  
Bank Bills, on demand ..... 1.91  
Bank Bills, at 30 days' sight ..... 1.95  
Bank Bills, at 4 months' sight ..... 1.95  
Credits, at 4 months' sight ..... 1.95  
Documentary Bills, 4 months' sight ..... 94

ON PARIS.—  
Bank Bills, on demand ..... 924  
Credits, at 4 months' sight ..... 2272

ON GERMANY.—  
On demand ..... 182

ON NEW YORK.—  
Bank Bills, on demand ..... 434  
Credits, 60 days' sight ..... 434

ON BOMBAY.—  
Telegraphic Transfer ..... 1324

Bank, on demand ..... 1322

ON CALCUTTA.—  
Telegraphic Transfer ..... 1321

Bank, on demand ..... 1322

ON SHANGHAI.—  
Bank, at sight ..... 715  
Private, 30 days' sight ..... 723

ON YOKOHAMA.—O. demand ..... 804

ON MANILA.—On demand ..... Nominal

ON SINGAPORE.—On demand ..... Nominal

ON BATAVIA.—In demand ..... 1074

ON KALIMANTAN.—On demand ..... 14 p.c. pm.

ON SAIGON.—On demand ..... 1 p.c. pm.

ON BANGKOK.—On demand ..... 62

SOVEREIGN'S Bank's Buying Rate ..... \$1130

GOLD LEAF, 100 fine, per tael ..... \$69.70

BAB SILVER, per oz. ..... 274

## OPium.

Arrived, 20th November.

Quotations are—Allow no. not to 1 catty.  
Malwa New ..... \$920 to \$940 per picoul  
Malwa Old ..... \$970 to \$990 " "  
Malwa Older ..... \$1020 to \$1040 " "  
Malwa V. Old ..... \$1060 to \$1100 " "  
Perwan fine quality \$810 to — "  
Persian extra fine ..... \$820 to — "  
Patna Old ..... \$1125 to — per cheas.  
Patna Old ..... — to — "

Banaras New ..... \$1130 to — "

Banaras Old ..... — to — "

## VESSELS EXPECTED.

THE INDIAN MAIL.  
The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 17th inst., p.m., and may be expected here to-day.

THE GERMAN MAIL.  
The Imperial German mail steamer *Hamburg* left Shanghai on the 21st inst., at 11 a.m., and may be expected here to-morrow, at daylight.

The Imperial German mail steamer *Konig Albert* left Singapore on the 20th inst., at 6 p.m., and may be expected here on the 23rd inst., a.m.

THE CANADIAN MAIL.  
The C.P.R. steamer *Empress of Japan* arrived at Nagasaki on 9 a.m. on the 20th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 1 a.m. on the 22nd inst.

THE AMERICAN MAIL.  
The P.M. steamer *Siberia* left Nagasaki on the 14th inst., at 5 p.m., for Manila, and was due there on the 18th inst., at 10 a.m.

The O. & O. steamer *Coptic* left Yokohama for this port, via Inland Sea, &c., on the 20th inst., a.m.

THE MERCHANT STEAMERS.  
The N.D.L. steamer *Nurnberg*, from Hamburg, left Singapore for this port on the 17th inst., at noon, and may be expected here to-day.

The C. & M. steamer *Rialto* left Manila on the 21st inst., at 10 a.m., and is due here to-day, at 2 p.m.

The Boston Steamship Co.'s steamer *Trionyx* left Kobe on the 19th inst., and may be expected here to-morrow.

## Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh  
Milk.

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
S.S. "POWAN," 2,388 tons, Captain G. F. Morrison, R.N.  
S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon.  
S.S. "HANKOW," 2,073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 2,660 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted) and at 5.30 p.m. (Saturday excepted).

Departure from Canton to Hongkong daily at 8 a.m., and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

S.S. "NANNING," 569 tons, Captain C. Butchart.

S.S. "TAK HING," 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have superior Cabin Accommodation and are ligated throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWINEY,

Agents, CHINA NAVIGATION CO., LTD.

## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pep" WHISKIES at ..... \$13.00

5 Star LIQUEUR—Exquisite, best in the World for Club or Private use at ..... \$22.00

Stop drinking rank, smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES pure, mellow, matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & CO.

## HOTELS

## PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boiler.

Call Flag W.

J. W. KEW,  
Manager,  
1st Floor, 37, Cawnpore Road  
Hongkong, 13th June, 1903.

## XMAS! XMAS! XMAS!!

## FOR SALE.

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